BY ORDER OF THE COMMANDER
305TH RESCUE SQUADRON

305th RESCUE SQUADRON INSTRUCTION
21-105

20 January 1999

Maintenance

ADVERSE WEATHER PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: 305 RQS/LGM (CMSgt Jesse Scott)
Certified by: 305 RQS/LG (Capt Keith Belhumeur)
Supersedes 305 RQSI 21-105, 1 July 1997
Pages: 3
Distribution: F

This instruction implements AFPD 21-1 and will be used in conjunction with Davis-Monthan AFB Instructions 15-114 and 21-122, Air Force Occupational Safety and Health (AFOSH) Standard 91-66, TO 1H-60(M)G-2-1, and TO 1-1-3. It establishes a plan for safeguarding aircraft and equipment during adverse weather conditions, to include all 305 RQS aircraft off-station. It establishes maintenance practices for the Fuel System Repair Shop (LGMCF) during approaching severe weather. All safety precautions and requirements will be strictly adhered to. It is the responsibility of all 305 RQS personnel to ensure compliance with this instruction.

SUMMARY OF REVISIONS

This revision updated references and offices of responsibility and added fuel system maintenance information. A (|) indicates revisions from previous edition.

1. Notification. Notification of severe weather conditions and high wind advisories are received by the 305 RQS Plans, Scheduling, and Documentation Office (PS&D) or the Supervisor of Flying (SOF) from a base agency.

1.1. If the 305 RQS SOF receives notification, the SOF will notify the Squadron Commander (CC), Deputy Commander for Operations (DO), and PS&D. The PS&D will immediately notify the Deputy Commander for Maintenance (LG), maintenance superintendent or available senior maintenance technician, flight line supervisor, flight line expediter, fuel cell supervisor, and all other branch chiefs and work centers via non-tactical radio and public address system.

1.1.1. If the PS&D receives notification via secondary crash net, the PS&D will notify the SOF, who will in turn notify the CC and DO.

1.1.2. In the event the PS&D is closed, the SOF will notify the flight line expediter via nontactical radio.

2. Responsibilities:

2.1. At the close of each duty day, the flight line supervisor, expediter, or designated representative will ensure the following is accomplished:

2.1.1. All aircraft are properly parked and all windows, panels, and doors are closed.

2.1.2. Ground wires, all intake plugs, auxiliary power unit plugs, chocks, and protective covers are installed.

2.1.3. Through coordination with the PS&D and maintenance superintendent, all aerospace ground equipment (AGE), except power carts, will be removed from the vicinity of the aircraft.

2.2. The PS&D will contact Base Weather daily to obtain the weather forecast to cover the next duty day.

3. Procedures:

3.1. If winds are forecasted to be 30 knots or above, helicopter blades will be tied down in accordance with TO 1H-60(M)G-2-1. Fuel operations will be suspended; access panels, filler caps and other openings removed for maintenance should be temporarily closed. If temporary panels are used, they will be manufactured from non-conductive materials.

3.2. If winds are forecasted to be 45 knots or above, the following actions will be taken in accordance with TO 1H-60(M)G-2-1:

3.2.1. Cowling, inspection panels, aircraft parts waiting installation, and powered and nonpowered AGE will be removed from the flight line.

3.2.2. Check aircraft doors for security. Ensure chocks are properly installed.

3.2.3. Check flight line area for potential flying debris and foreign objects.

3.3. If winds are forecasted to be 60 knots or above and the aircraft will be exposed directly to the weather, ensure rotor blades are removed from all aircraft.

3.4. If winds are forecasted to be above 75 knots or tornados are forecasted, flyable aircraft will be flown to a safe weather area. All other aircraft will be hangared.

3.5. For flights landing after normal duty hours, the flight crew will ensure compliance with this instruction.

4. Fuel System Maintenance Procedures:

4.1. Ensure unit area and equipment are properly secured and protected.

4.1.1. Prepare to evacuate aircraft if required.

4.1.2. Secure aircraft in accordance with TO 1H-60(M)G-2-1.

4.2. Direct personnel to shelter if instructed to do so.

4.3. All work will be stopped and personnel will exit the affected tank. All lights, tools, ducts, and air hoses will be removed.

4.4. Access doors will be installed temporarily with a minimum of two bolts. On main tanks, component plate assembly, a minimum of four bolts will be used, one in each corner and one in the middle of each side.

4.5. Close all tank filler openings by re-installing the filler caps.

4.6. Depart the cabin area and turn off all air handler and blower fan units.

4.7. Close any open hangar doors immediately to prevent wind damage.

4.8. Unplug all explosion proof extension lights.

4.9. Shut off all equipment.

4.10. All personnel will depart the dock area and proceed to the office area. If outside, all personnel will at least seek shelter in a vehicle or proceed to the nearest safe building or shelter.

4.11. When the all clear is given from the flight line expediter, re-entry procedures may be started.

4.12. Re-entry will require re-purging the affected tank with the air purge air handler system and or blower fans.

4.13. Thunderstorm Warning Conditions:

4.13.1. Thunderstorms within 5 or 10 miles are announced over the radio.

4.13.2. When thunderstorms within 5 nautical miles are announced over the radio, cease all fuel system maintenance operations. Access panels, filler caps, and other openings removed for maintenance should be temporarily closed. If temporary panels are used, they will be manufactured from non-conductive materials.

KENT D. CLARK, Col, USAFR
Commander